

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8130.20

12/24/90

REGISTRATION REQUIREMENTS FOR THE AIRWORTHINESS CERTIFICATION
SUBJ: OF U.S. CIVIL AIRCRAFT

1. PURPOSE. This order clarifies the registration requirements for United States (U.S.) civil aircraft which have not been previously registered and for which a U.S. airworthiness certificate is sought. Specifically, this order will detail the actions to be taken by the cognizant Federal Aviation Administration (FAA) inspector or authorized designee concerning the pink copy of Aeronautical Center (AC) Form 8050-1, Application for Aircraft Registration, in connection with consideration of an application for an airworthiness certificate, and subsequent operation of the aircraft. This order is based on discussions with the Assistant Chief Counsel's Office at the Mike Monroney Aeronautical Center, Oklahoma City, Oklahoma.

2. DISTRIBUTION. This order is distributed to the Washington headquarters division level of the Flight Standards Service; to the branch levels of the Aircraft Certification Service and the Aviation Standards National Field Office; to the branch level in the regional Flight Standards Divisions and the Aircraft Certification Directorates; to all Flight Standards District Offices; to all Aircraft Certification Offices; to all Manufacturing Inspection District and Satellite Offices; to the Flight Standards Branch at the FAA Academy; to the Brussels Aircraft Certification Division and Flight Standards Staff.

3. BACKGROUND.

a. Section 501(a) of the Federal Aviation Act of 1958 (FA Act), as amended, requires registration as a condition to the operation of any applicable aircraft. In the same section, the FA Act states "The Administrator may, by regulation, permit the operation and navigation of aircraft without registration by the owner for such reasonable periods after transfer of ownership thereof as the Administrator may prescribe."

b. Under Section 603(c) of the FA Act, a registered owner (or agent of the owner under Federal Aviation Regulations § 21.173) of a U.S. civil aircraft may apply for a U.S. airworthiness certificate. Section 610 of the FA Act requires that any civil aircraft registered in the U.S. must have a valid airworthiness certificate before it can be operated lawfully. These statutory requirements are implemented in Federal Aviation Regulations (FAR) Parts 21, 47, and 91.

Distribution: A-W(FS)-2; A-W(IR/N)-3; A-X(CD/FS)-3; A-FFS-7(MAX)
A-FAC-1,2(LTD); A-FAC-3,4(ALL); AAC-950(25 copies); AEU-100/200;
A-FDR-1D; A-FIA-O(ALL)

Initiated By: AIR-230

c. Federal Aviation Regulations § 47.31(b) permits the operation of an aircraft using the pink copy of AC Form 8050-1 as temporary authority to operate it without registration for a maximum of 90 days unless extended by the FAA Aircraft Registry. This regulation was issued to facilitate the transfer of ownership of aircraft that were previously U.S.-registered.

d. For aircraft registration, the applicant is to fill out and submit, in person or by mail, AC Form 8050-1, along with evidence of ownership and the appropriate fee. The applicant submits the white and green copies of AC Form 8050-1, and retains the pink copy. The retained pink copy must be carried in the aircraft as evidence of temporary authority to operate the aircraft without a certificate of registration under certain conditions.

4. DISCUSSION.

a. The temporary authority of the pink copy of AC Form 8050-1 is NOT valid for operation of aircraft not previously registered in the U.S., e.g., military surplus, or an aircraft last registered in a country other than the U.S., such as, U.S. aircraft exported and later returning to the U.S. This is because the aircraft would not have a current U.S. airworthiness certificate. An airworthiness certificate cannot be issued until the aircraft is U.S.-registered. Use of the pink copy of AC Form 8050-1 as temporary authority to operate without registration is applicable ONLY when the aircraft has a current and valid U.S. airworthiness certificate. An airworthiness certificate will not be issued until the cognizant FAA inspector or authorized designee has confirmed registration.

b. Acceptable evidence of U.S. registration for purposes of obtaining an airworthiness certificate must be one of the following:

(1) AC Form 8050-3, Certificate of Registration.

(2) Telegraphic confirmation of registration from the Airman and Aircraft Registry Division, AVN-450, Oklahoma City, Oklahoma.

(3) Confirmation by the FAA inspector or authorized designee (either verbal or computer database access) from the Airman and Aircraft Registry Division, that the aircraft is U.S.-registered.

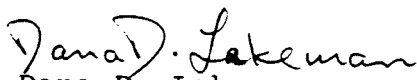
NOTE: It is not sufficient to receive verification that the application and supporting evidence of ownership has been received by the Registry; the aircraft must have been, in fact, U.S.-registered.

c. When evidence of U.S. registration is obtained as indicated in paragraph 4b.(3), and after the airworthiness certificate has been issued, the retained pink copy of AC Form 8050-1 must be carried in the aircraft as evidence of temporary authority to operate the aircraft without a certificate of registration.

d. It must be noted that use of the pink copy of AC Form 8050-1 is only valid for operations within the U.S. For operations outside the U.S., either AC Form 8050-3 or the telegraphic confirmation of registration must be carried onboard the aircraft. (Reference: FAR § 91.203(a)(2).)

5. INFORMATION CURRENCY: Any deficiencies found, clarifications needed, or improvements to be suggested regarding the content of this order should be forwarded to the Aircraft Certification Service, Administrative Management Branch, AIR-530, Attention: Directives Management Officer, for consideration. Your assistance is welcome. Federal Aviation Administration Form 1320-19, Directive Feedback Information, is located on the last page of this order for your convenience. If an interpretation is urgently needed, you may call the Airworthiness Certification Branch, AIR-230, at FTS 267-7990 or (202) 267-7990, for guidance, but you should also use the tearout sheet as a follow-up to verbal conversation.

This order has been coordinated with the Aircraft Maintenance Division, AFS-300.



Dana D. Lakeman

Acting Manager, Aircraft Manufacturing
Division

Aircraft Certification Service



U.S. Department
of Transportation
**Federal Aviation
Administration**

Directive Feedback Information

Please submit any written comments or recommendations for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: Order _____

To: Directive Management Officer, _____

(Please check all appropriate line items)

☐ An error (procedural or typographical) has been noted in paragraph _____ on page _____.

☐ Recommend paragraph _____ on page _____ be changed as follows:
(attach separate sheet if necessary)

☐ In a future change to this directive, please include coverage on the following subject
(briefly describe what you want added):

☐ Other comments:

☐ I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

FTS Telephone Number: _____ Routing Symbol: _____

